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THE CUSTOM MOTORCYCLE MAGAZINE









SINCE 1971 Looking Out West......





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JUNE 2015

Volume 47 • Number 6

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FABRICATION NATION

hat excites you most about custom bikes? Is it cutting them up, showing them off, or riding the holy hell out of them?

Or is it the shiny paint rumbling between your legs or attention you get from the opposite sex? I am sure if I officially polled 100 different riders I would get just as many answers regarding what floats all of your individual biker boats. And that's what makes this side of the motorcycle world the best and most exciting. In all seriousness, could you imagine just buying a bike and only changing the fluids or swapping out the tires and brake pads when they are worn out? Where would be the fun, pride of ownership, and exercising of personal freedom that customizing your two-wheeled pride and joy provides? If you can't inject some of your personal style into your beloved bike, then you might as well just buy a moped and wear your well-worn sweatpants out in public along with your pizza-stained, twosizes-too-big T-shirt.

This magazine is filled monthly with ideas and products in which to take your bike to your own personal next level. We are specialists in getting you the info you need to transform your bike from mild to wild. Yes, I am talking about customization, but I am not speaking about spending a bunch of cash on outfitting your motorcycle either. Any sort of customization with what funds you can readily afford is better than not doing anything at all. We even have features regarding cutting up your stock parts to achieve the look you want. And that is far better than leaving that motorcycle of yours looking like you just drove off the showroom floor.

"JUST BUST OUT THE TORCH, WRENCHES, AND SAWZALL

AND MAKE THAT STOCK BIKE YOU OWN TRULY A ONE-

If it's performance you are after we also have a ton of features and advertisers who will make that machine of yours ride faster and handle better than you could ever imagine. Even if you don't want to spend a dime, we constantly discuss the theories of how to make your bike ride better with your own two hands because we know that many of you readers are the DIY type and like to get down and dirty on your own cycles.

OF-A-KIND MACHINE."

All I am saying with this is don't stand idly by when you can either make some calls or troll the web to get some sweet parts for your bike. Just bust out the torch, wrenches, and sawzall and make that stock bike you own truly a one-of-akind machine. Now get out in the garage and make something amazing happen to your two-wheeler!

JEFF G. HOLT
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@JEFFGHOLT // #JEFFGHOLT



@buddysuttle #RollYourOwn

MORNING TOUTOWN

DarkCustom.com





recently got a chance to ride the new Arch KRGT-1 motorcycle (full review next issue) with Hollywood A-lister Keanu Reeves. I've met other big-name celebrities in the past but not many of his caliber. Much to my surprise, Keanu was simply a down-to-earth, super-humble bike enthusiast. He took a genuine interest in me and asked me questions about my bikes and my life. I thought that was pretty cool, as usually I'm the one who asks all the questions. By the end of the day, I felt like I got to put a pretty big check in a life box of cool things I've done.

I've ranted and moaned about it in the past, but this job has its perks as well as its lion share of work. People tend to focus on some of the "rock star" moments that we as editors get to experience. And over the course of 10 years, there have been quite a few of them. For that I feel truly blessed and will keep riding this magazine train until it finally pulls into a stop for good.

The publishing world has been rapidly changing right underneath us as the shift to digital has been taking more and more of our time and focus. We at *Hot Bike* have been trying to dance at all the discos, whether it is print, social media, or events. It hasn't been easy, and it's only going to get that much harder in the future as new avenues of interaction are opened.

Since the revamp a little over three years ago, we have shaken up the V-twin world by featuring the unsung heroes and younger generation of riders. The other media outlets have taken notice and too have been following suit. It hasn't been without a fair share of shakeouts that didn't quite get the vibe we were going for, and that's okay.

The search for finding the next trend amongst the cool kids is never ending. It seems like the dirt track is attracting all the wild ones lately, as the cost of entry is fairly inexpensive. The Vicla crowd, too, has been growing by leaps and bounds as all the custom car painters are figuring out that a fender makes a perfect panel for showcasing their work. Big-wheel baggers have reached the mature stage for sure, and having a 30-incher doesn't necessarily guarantee you a seat at the head of the table these days. The true growth has been in the Dyna/FXR riders who are spending as much on suspension and performance as they are on paint and accessories. Indian Motorcycles has definitely shaken things up over the past few years with not only a very successful relaunch of the brand but also an affordable, fun alternative scoot in the Scout. The aftermarket parts are finally starting to hit the street level, and that's been exciting to see the modified versions. The classics never die, and the

grassroots real-deal chopper scene is alive and well thankfully. Speaking of, keep an eye for the spring edition of *Street Chopper* hitting the shelves very soon (yeah, we do that one too). And last, but far from least, our models have just continued to be the best in the business as the reputation for *Hot Bike* has become a "must shoot" for all the top ladies. Our web stats don't lie, and we know you're looking. Don't worry. We won't tell.

Don't forget we are taking this *Hot Bike* show on the road in September for the GEICO Motorcycle *Hot Bike* Tour. What better way to have the magazine come to life than riding side by side with all the builders and staff with five nightly parties? Check out hotbikeweb. com/tour for all the latest details. Who knows? Maybe you too can check off some life goal boxes. We might not be Keanu, but, hey, we still know how to have a good time.

Well, that about wraps up where we are at this very moment in time. There's not much time to pat us on the back, as the train is always moving. We hope you've enjoyed the ride so far, and don't worry—the *Hot Bike* express is just getting started. **HB**

JOHN ZAMORA

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01 LUCKY 13

Men's and Women's Apparel and Gear lucky13.com

O2 CYBEROPTIX Hand-Screened Neckties, Scarves, etc.cyberoptix.com

O3 RIVER ROAD MOTORCYCLE GEAR Men's and Women's Boots riverroadgear.com









O4 IRISH LEATHER WORKSBlanket Roll

irishleatherworks.com

O 5 OLE SMOKY TENNESSEE MOONSHINE OFFICIAL MOONSHINE OF HARLEY-DAVIDSON olesmoky.com

O6 ERIN ALEXANDRA KLYM Structured Fleece Moto

erinalexandraklym.com

O7 ECRUDaltrey Pant and Faux Fur Vest ecrustyle.com

08 FIFTY SHADES OF fiftyshadeswine.com







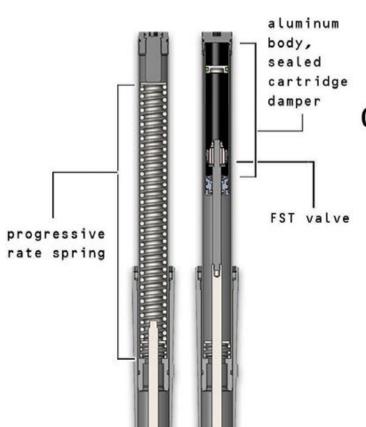






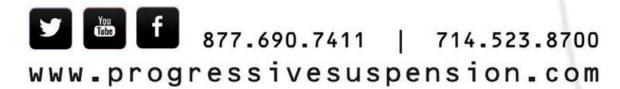






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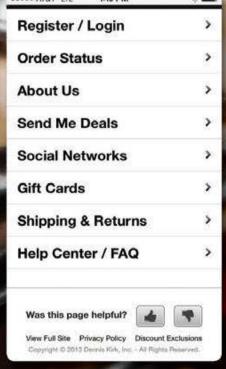
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his Harley-Davidson FXR started out as an insurance buy-back through the shop that I rode around and immediately realized it held up to its reputation. It was only a matter of time before I threw a bunch of parts at it to make it even better. I blew the 107-inch Evo motor up in it a few weeks before on a trip back from Arizona, so I began the modifications to the frame from

a different Twin Cam motor I had. The work required to get the motor and trans in was a bitch. I had to do a ton of little things in order to build a bulletproof drivetrain to get me quickly from California to Arizona and everywhere else, as we ride a lot and beat the shit out of our bikes.

We were able to spend time on fitment of the motor and transmission before we even fired the bike. Having a huge motor that makes a ton of power is cool, but I think having the handling and stopping power in control is also a huge part. There was no huge rush to get the bike done and running because in the end it is my personal bike.

The 113-inch motor started with Screamin' Eagle cases with JIMS bearing Timken conversion and a Screamin' Eagle Forged Pro Stroker flywheel that was sent to Dark-



horse for some work. Feuling Parts also helped out with a cam plate, race oil pump, race lifters, and pushrods with Screamin' Eagle roller rocker arms. The cam used is Dave Mackie Engineering 630 gear driven cam that would go well with the 103+ heads with 11.1:1 compression that DME did some really nice porting and valve work with. To get the motor enough fuel, we used a polished 48mm Mikuni carburetor

with a Top Gun manifold. The ignition was an easy choice for us. We wanted something that would be able to be easily adjustable and reliable, so we chose the Dynatek TC88 digital ignition. Custom Cycle electric also put together a high-output charging system for the FLH drivetrain. Once we had the motor assembled and in the bike, Monty Howard at Dave Mackie Engineering from Pro Cycle Dynamics was a huge help with

the assembly and working way too late at night to get it fired.

Shortly after the motor was running, we began to get the suspension figured out. We decided to go with the inverted Öhlins front end, Speed Merchant trees, dual radial Brembos with Kraus Motor Co. mounts, Ferodo CP race pads, and 13-inch Lyndall Racing brake rotors. That alone was a huge increase in the handling of the bike.

The rear shocks are Öhlins fully adjustable reservoir shocks 14-3/4 inches long. The rear swingarm was changed to a Metmachex Engineering arm that is twice as rigid and weighs half as much as the stock arm. We modified a Custom Cycle Engineering Spherical kit on the pivot to accept the larger transmission pivot on the Screamin' Eagle six-speed FLH transmission and added the urethane pucks to keep the back end tight. We also added support to the base of the Baker +1 oil pan. The additional quart of oil also helps with cooling, as it takes longer for all the oil to pass through the motor. This was a good option instead of running an oil cooler.

Growing up on the racetrack with sportbikes, we wanted to integrate as much performance into this build as we could. The appearance of the bike had us stumped. We decided to stick to the performance side and used a fully Aerospace quality constructed carbon fiber quarter fairing, side panels, front fender, and hand guards. Cee Bailey's Aircraft Plastics also made the black windshield and dark smoke headlight cover that still allows the LED Daymaker light to pass through.

Nothing goes better with carbon fiber than some gloss black paint. I figured I would let the performance of the bike speak for itself, rather than some crazy-ass paint job. Everything used on the bike has

a function versus just putting a bunch of pointless stuff on the bike. We used a lot of ARP Stainless hardware where strength and appearance was a factor inside and outside of the motor.

The hand guard setup is a modified MX kit that we have been running on bikes for a couple years with no issues. From riding on the highway and having protection from debris at high speed, getting hit on the street, and being able to keep your hands and controls safe, we are positive they do make a difference.

We went with a 12-inch billet riser from Dynamic Dyna that has a really cool integrated gauge mount, where we added a Dakota Digital MCL-3200 that could easily be integrated into the custom wiring harness on the bike. The hand controls are Performance Machine, simple, and do exactly what they are meant to do. Roland Sands gave me some nice black rocker box covers, transmission cover top, and a Clarity cover to show off the Feuling cam plate.

When we were putting the Twin Cam drivetrain into the bike, there weren't that many options for foot controls. So we got some parts from Boosted Brad, made some changes, and fabricated what we needed to in order to have them higher than stock with perfect foot position and plenty of ground clearance while keeping

the overall width within the space of the Todd's Cycle handlebars and grips used. The seat is an original Corbin Gunfighter that came on another FXR I picked up out of state.

Finally everything had come together with an RB Racing LSR exhaust with 2-inch primaries throughout. Considering the size of the motor and potential for making a lot of power, we wanted to get as much tire as we could on the 18-inch rear H-D mag, so we used a Metzeler 880 150 series tire.

Finally the motor was fired up, and it was time to break it in. Shortly after a few heat cycles, the bike was taken straight to Eric at Bennett's Performance in Signal Hill for some adjustments before final break-in. We had the bike on the dyno, began to rip on the throttle, and made all the necessary jet changes to the carb to get the right amount of fuel. We also adjusted the Dynatek ignition to keep the motor running reliably and get some good power numbers. A few hours later, we had some consistent numbers and accomplished grins on our faces. We were able to get 135 hp and 125 pound-feet of torque out of the 113-inch motor on 91-octane pump gas. We have been working with some ideas to get some more power out of the bike, so some changes will come, but for now it's time to ride. HB







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SPECIFICATIONS

GENERAL	
OWNER	Aaron Guardado
SHOP	Suicide Machine Company
SHOP PHONE	(714) 624-8454
WEBSITE	suicidemachinecompany.com
YEAR/MAKE/MODEL	1993/Harley-Davidson/FXRP
FABRICATION	Suicide Machine Company
BUILD TIME	1 year

ENGINE	
YEAR/TYPE/SIZE	2006/Stroked Twin Cam/113 in
BUILDER	Dave Mackie Engineering/Monte Howard
CASES	Screamin' Eagle
CYLINDERS	4-3/4 bore
HEADS	110ci heads worked by Dave Mackie Engineering
ROCKER BOXES	H-D, JIMS billet rocker/supports
CAMS	Feuling Race Series Cam Chest kit, high-volume
oil pun	np, high-flow Camplate, Reaper Series Camshaft:
6.	30G, hydraulic roller Lifters, adjustable Pushrods
Tim	ken Bearings, Gaskets, O-rings, exhaust gaskets
ARP faster	iers, washers, moly paste, Loctite, and hardware
THROTTLE BODY	48mm polished Mikun
AIR CLEANER	LA Choppers
IGNITION	Dynatec twin plug ignition
EXHAUST	RB Racing LSR 2 in

TRANSMISSION	
YEAR/TYPE	2006/Screamin' Eagle 6-speed
GEARS	Screamin' Eagle
CLUTCH	Primo Rivera Pro Clutch
PRIMARY	Primo Rivera Open Belt

FRAME	
YEAR/TYPE	1993/H-D FXRP
RAKE/STRETCH	Stock

SUSPENSION	
FRONT END	Öhlins Fully Adjustable 31-1/2 in.
TRIPLE TREES	Speed Merchant
SWINGARM	Metmachex Engineering Aluminum
REAR SHOCKS	Öhlins Fully Adjustable 14-3/4 in.

WHEELS, TIRE	S, AND BRAKES
FRONT	
BUILDER/SIZE	H-D/19-in. mag
TIRE/SIZE	Metzeler 880 110/90-19
CALIPERS	Brembo .484 Billet Calipers Dual
ROTORS	Lyndall Racing 13- in.
REAR	
BUILDER/SIZE	H-D/18-in. AMF Mag
TIRE/SIZE	Metzeler 880 180/70-18
CALIPER	Brembo H-D Touring Caliper
ROTOR	Lyndall Racing Brakes 11.8-in. rotor
PULLEY	51T 530 Sprocket

FINISH/PAINT	
COLORS	Black and Carbo
PAINT/GRAPHICS	Black
PLATING/POLISHING	Black
POWDERCOATING	Primo Powdercoating

ACCESSORIES	3
FRONT FENDER	Carbon-fiber XR1200
REAR FENDER	H-D FXR
GAS TANK	H-D FXR
DASH	H-D FXR
GAUGES	Dakota Digital LED
HANDLEBARS	Todd's Cycle
GRIPS	Todd's Cycle
MIRRORS	Todd's Cycle
HAND CONTROLS	Performance Machine
FOOT CONTROLS	Custom – SMCO, Speed Merchant
	pegs and shifters
HEADLIGHT	H-D Day maker LED
TAILLIGHT	Küryakyn LED
LICENSE MOUNT	LA Choppers
SEAT	Corbin Gunfighter







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WORDS AND PHOTOS: JEFF G. HOLT

MOTOR BIKE

EXPO 2015



VERONA















hat's not to love about Italy? Its architecture, amazing food, and beautiful women are more than enough amore. Throwing in a few hundred of the world's coolest custom bikes and 150,000 likeminded people in one location is just the icing on *la torta*.

What is this Italian assemblage of all-out coolness, you ask? It's the Motor Bike Expo, which is held in Verona, Italy, every January. What really makes this event an over-the-top affair is the attention to detail that the main man Francesco Agnoletto and his group of organizers put into it. Every hall is filled with

insane amounts of both custom bikes and the world's top manufacturers' latest and greatest bikes.

Then there's the massive amount of aftermarket manufacturers making some really cool and cutting-edge parts for American V-twin bikes that most of us in the USA never get to see. Well, that is until *Hot Bike* aroused your senses with this photograph-intensive feature and whetted your appetite for all things Italian. Do yourself a favor and log onto motorbikeexpo. it and book yourself a trip for the 2016 event. You won't be sorry you did. HB



















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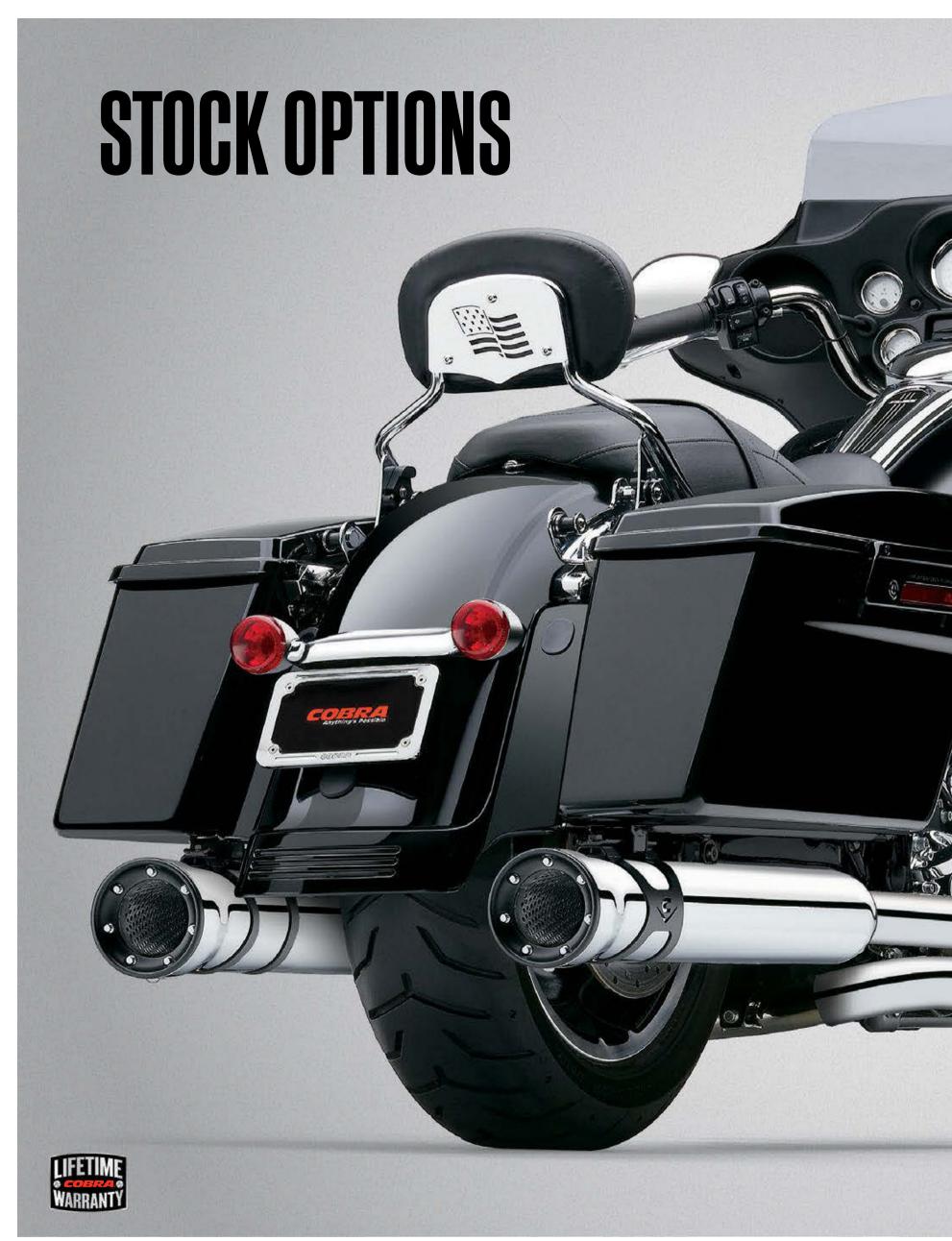
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BLACKOUT BAGGER

DE-CHROMING OF A ROAD GLIDE

o if you are one of the editors of *Hot Bike* magazine, what's the first thing you do with the perfectly awesome 2015 Road Glide you just cut a fat check for?

The answer is: You drag it from the sales floor of Huntington Beach Harley-Davidson directly over to the service department and remove every single thing off of it that was chrome. Why, you ask? To send it off to the folks at Specialized Powdercoating for a coat of texture black darkness. We all know chrome don't get you home. **HB**



▲ This is how the 2015 Road Glide looked when we lashed her to the bike lift.





▲ And this is the chrome-clad moto we are about to tear down for blackout.



▲ We started by draining the bike of all its fluids and removing the battery.



▲ The big chrome outer primary was then removed.



▲ We removed the stock exhaust. It will be replaced with a Vance & Hines system when we put the bike back together.



▲ The chrome rear brake/license plate bracket was removed and thrown in the powdercoat pile.

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TECH / DE-CHROMING OF A ROAD GLIDE





- **7.** The rear brake pedal, floorboards, and other chrome bits were also removed.
- **8.** The OEM H-D hydraulic clutch cover was removed as well.



▲ The handlebars will be swapped for some Spooky Fast mini-apes, but the dash and gas cap were removed for further blacking out.



▲ To gain access to the rocker boxes and other chrome upper engine parts, the tank was pulled from the bike.



▲ At this time the outer faring was taken off so we could gain access to the fork tubes and fairing brackets.



▲ The rocker boxes and air cleaner were then pulled from the H-D 103 Twin Cam motor.



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13. All of the chrome parts were now completely removed from the engine.



▲ The stock wheels will be used again—after they are blacked out, of course.



▲ Here are just some of the parts and pieces going to the powdercoater. We took more than 150 parts in all!



▲ And here is the bike after we stripped all of the chrome parts off of it in three hours. Watch next month as we put it all back together with a ton of darkness and heaps of cool parts!



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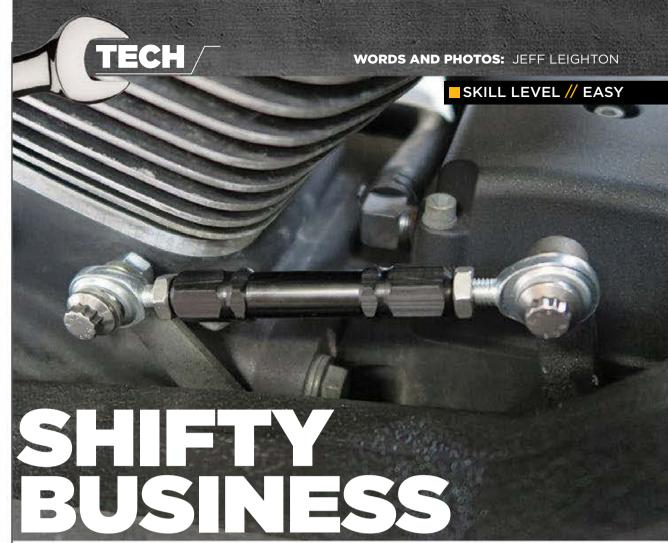
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PERFORMANCE EXHAUST COBRA





ALLOY ART SHIFT LINKAGE

t no fault of their own, but after a bit of time in the saddle racking up miles, riders often find some of their bike's OEM parts tend to start having issues, and after many trusty miles on our 2005 Dyna FXDX we had the stock shifter linkage break. This is a rather common occurrence on these older Dynas (and FXRs) that have been ridden hard, so we suggest swapping these out before you get stranded on the side of the road.

After weighing some options as to using another OE linkage or upgrading to one of the aftermarket offerings, we went with Alloy Art's beefy black billet "MC" Mid Control adjustable linkage. This \$99 wonder is made in the USA from 6061-T6 aluminum and comes with stainless-steel spherical rod ends and 12-point hardware. With its simple installation and overkill design we had our bike up and banging through the gears in no time. Here's how we did it. **HB**



▲ As you can see, the Alloy Art MC linkage is well made and comes with all the needed hardware.



▲ The stock linkage's rear ball and socket had a blowout, so they needed to be removed.



▲ The rear of the linkage was removed from the transmission arm using a 7/16-inch wrench.



▲ The front of the stock linkage was removed with a 1/2-inch socket and open-end wrench.



FEATURING



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THUNDER THUNDER

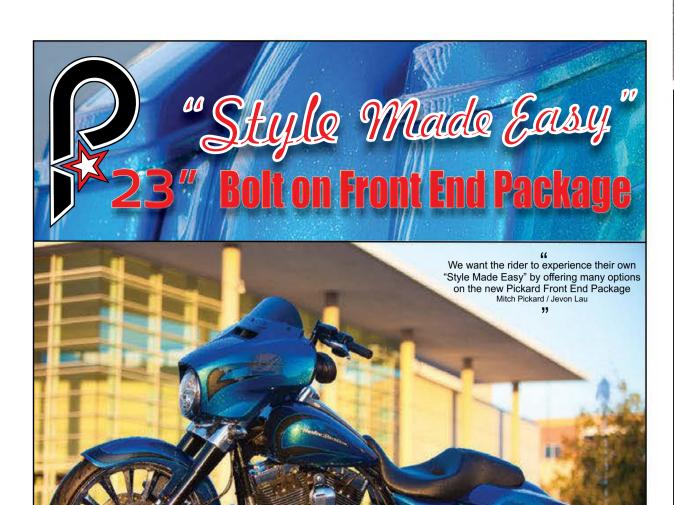
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- Front Lowering Kit



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▲ As you can see, the Alloy Art linkage is far superior to the OEM in design and hardware.



▲ The rear of the new Alloy Art Linkage was affixed to the tranny arm with a stainless 5/16-inch 12-point bolt.



▲ Once the desired length of the new adjustable linkage was decided, we installed it to the shifter arm with another stainless 5/16-inch 12-point bolt.



▲ Once the Alloy Art linkage was on the bike, we tightened up the jam nuts where the stainless rod ends met the aluminum shaft.



▲ Since we made the linkage a bit shorter than the stock one, we had to remove the shifter arm from the bike and adjust it upward a few splines.



▲ Once we were happy with the new location of the shifter arm, we tightened up the 1/2-inch bolts and we were done. No more broken shifter linkage!

SOURCES: ALLOY ART MFG. alloyart.com





NEW FOR 2015

Narrow and compact, the Burly Brat seats were inspired by the Japanese take on custom Sportsters and given a little of our own flavor. Available in solo or two-up in a ribbed or diamond pattern using a high density foam. We use a thick fiberglass pan and the entire unit is made in the USA. The Burly brat seat is a straight bolt-on and applications are available for 1996 thru 2015 Sportsters.

#Fits 96-15 Sportsters #Available in Solo or Two-Up **#Diamond Stitched or Ribbed** #Made in USA









eff Katarzy isn't an iron rookie. He's had a few builds from Binford's Custom Cycles. This is the first of his two-wheeled kids that wasn't planned though. Here's what I mean. Flashback to the day before the Hollister rally a few years ago. Binford's had just updated Jeff's latest bike with a 26-inch front wheel, fixed all the paint chips, installed a new Binford Phatass 8s handle-

bar and a couple of other small items. Jeff picks up his updated bike at the shop's booth because some people at rallies actually like riding at them. He runs the bike downtown to see how it handles and, of course, to show it off. Parking is slightly rarer than ethics in Congress, but he finally finds room on a side street. Jeff pulls into the space, shuts the bike off, dismounts, and...

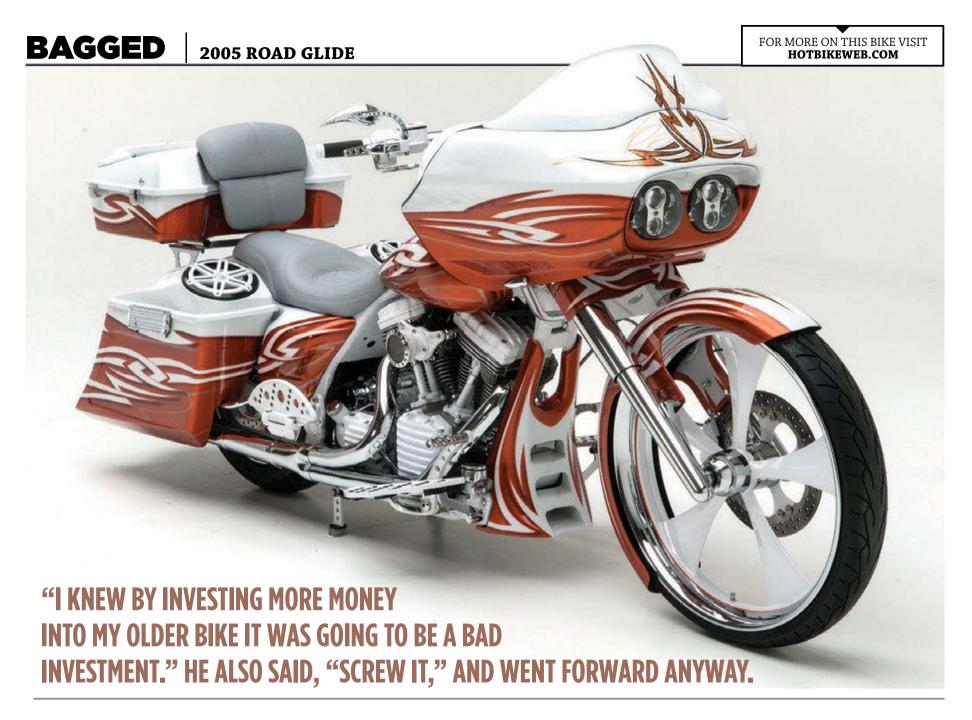


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...watches in slow motion as his motorcycle falls over.

There are many words to describe how he felt about that. "Thrilled," "ecstatic," and "amused" are not any of them. They are, however, words we can print in this magazine. His true feelings on the matter involved more obscenities than you'd find in a Larry Flynt publication or a quick furry porn search online. He couldn't believe what had just happened. Needless to say he was more than a little pissed off. Matters only got worse when his friends helped him lift the bike back up. That's when he really got mad. The complete side of the bike was wasted. Attendees for blocks around heard Jeff expressing his displeasure in language he'd never use in front of his kids.

Further inspection determined that kickstand failure was the culprit. Jeff hit the closest bar for some beer therapy. He couldn't get the image of his wounded machine out of his head. Once he cooled down, though, Jeff went right back to the Binford booth and pulled his bike behind their trailer. Paul Binford knew something was wrong; he couldn't believe his

eyes. "I explained what happened and said, 'Just take it back to your shop and we will fix it," Jeff told us. "That's when I knew my pocketbook was going to get hurt a little more than it already just had. I knew by investing more money into my older bike it was going to be a bad investment." He also said, "Screw it," and went forward anyway.

Jeff had been eyeing all the new parts that had come out since my last build and wanted to really update the bike. He and Paul started by ordering the Jim Nasi inner fairing, Dirty Bird's Top Shelf bags and rear fender, Speed by Design chin spoiler, bag lids, and of course all the JL Audio stereo equipment.

Binford's Custom Cycles completed all the necessary fabrication to make all these aftermarket parts fit correctly, extended the Thunder Header 2-into-1 pipe so it would exit out the rear, and got all the gaps to look like they should.

Now it was time for paint, and if you have ever had your bike painted you know how overwhelming trying to choose the design and colors can be. "Just like anything that comes out of Binford's Custom Cycles, it turned out top notch," Jeff said. "Paul and his head painter [Rico] knocked it out of the park!" After they finished all the paint and it was ready to assemble, Jeff threw Paul for a loop: "I can't do all this work and not powdercoat the frame to match." Binford's lead tech Tanner, a.k.a. T-Dizzle, was excited by Jeff's decision to do the complete frame-up build.

Applied Coatings did a great job on the triple-coat powder with the white and silver flake and a final clear coat. At that point there was no turning back; every nut and bolt and anything else you can think of was replaced with something new and shiny. Then Binford brought it all together with a sick-ass seat to match and bag carpet and tethers to follow.

Jeff is no fan of cutting the frame and raking the bike, so he went with the Kewl Metal Pro Street 45-degree rake kit with Pierce lower legs. He tells us it rides smooth as hell, which is good because you want smooth when your 95-inch ported motor with BDL open primary makes a reported 120 hp and 119 poundfeet of torque.

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New VLD series pads available with chromed backing plates

GOING RACING OR DOING TRACK DAYS?

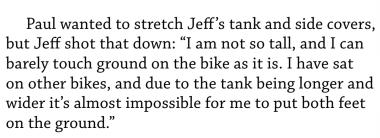
The EBC track day Extreme Pro™ series pads are perfect for combination street and track use or for TRACK ONLY use the unbeatable high friction, fade resistant GPFA series pads.



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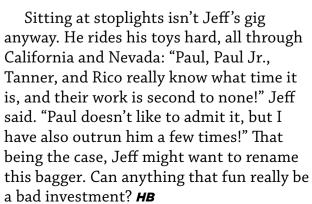


















SPECIFICATIONS

|--|

OWNER	Jeff Katzary
SHOP	Binford's Custom Cycles
SHOP PHONE	(209) 239-7828
WEBSITE	binfords.com
YEAR/MAKE/MODEL	2005/Harley-Davidson/Road Glide
FABRICATION	Paul Binford and Tanner Shackley
BUILD TIME	2 months

ENGINE

YEAR/TYPE/SIZE	2005/H-D Twin Cam/95ci
BUILDER	Binford's
CASES	H-D
CYLINDERS	H-D
HEADS	RC
ROCKER BOXES	RSP
CAMS	Wood
THROTTLE BODY	HPI
EXHAUST	Thunder Header
AIR CLEANER	Roland Sands Design

TRANSMISSION

YEAR/TYPE	2005/H-D
GEARS	H-D
CLUTCH	Screamin' Eagle
PRIMARY DRIVE	BDL

FRAME

YEAR/TYPE	2005/H-D Touring
RAKE/STRETCH	45° rake

SUSPENSION

FRONT END	Progressive Suspension/Pier
I KONI LIND	FIGURESSIVE SUSPENSION/FIEL

WHEELS, TIRES, AND BRAKES

TIRE/SIZE Vee Rubber/26 in. CALIPERS Performance Machine ROTORS Sinister 13 in. REAR BUILDER/SIZE Sinister 18 in. TIRE/SIZE Metzeler 150-18 CALIPER Performance Machine	FRONT	
CALIPERS Performance Machine ROTORS Sinister 13 in. REAR BUILDER/SIZE Sinister 18 in. TIRE/SIZE Metzeler 150-18 CALIPER Performance Machine	BUILDER/SIZE	Sinister/26 in.
ROTORS Sinister 13 in. REAR BUILDER/SIZE Sinister 18 in. TIRE/SIZE Metzeler 150-18 CALIPER Performance Machine	TIRE/SIZE	Vee Rubber/26 in.
REAR BUILDER/SIZE Sinister 18 in. TIRE/SIZE Metzeler 150-18 CALIPER Performance Machine	CALIPERS	Performance Machine
BUILDER/SIZE Sinister 18 in. TIRE/SIZE Metzeler 150–18 CALIPER Performance Machine	ROTORS	Sinister 13 in.
TIRE/SIZE Metzeler 150-18 CALIPER Performance Machine	REAR	
CALIPER Performance Machine	BUILDER/SIZE	Sinister 18 in.
	TIRE/SIZE	Metzeler 150-18
ROTOR Sinister	CALIPER	Performance Machine
	ROTOR	Sinister
PULLEY Sinister	PULLEY	Sinister
PULLEY Siniste		

FINISH/PAINT

COLORS	Binford flake/Candy Orange
PAINT/GRAPHICS	Rico Saldana at Binford's
PLATING/POLISHING	West Coast Plating
POWDERCOATING	Applied Coatings

ACCESSORIES

ACCESSORIES	
FRONT FENDER	Fat Katz
REAR FENDER	Dirty Bird Concepts/Binford's
GAS TANK	H-D
DASH	Klock Werks
GAUGES	Medallion
HANDLEBARS	Binford's
GRIPS	Performance Machine
MIRRORS	Arlen Ness
HAND CONTROLS	H-D
FOOT CONTROLS	Battistini
FLOORBOARDS	Battistini
HEADLIGHT	H-D Daymakers
TAILLIGHT	Binford's
TURN SIGNALS	Binford's
LICENSE MOUNT	Dirty Bird Concepts
SEAT	Binford's
STEREO	Binford's
AMPLIFIER	JL Audio
SPEAKERS	JL Audio







DEI FLEXIBLE PIPE SHIELD

obody likes getting burned. Whether it's at the car dealership, the horse track, or on your right leg, feeling the burn sucks big time.

We build and use a lot of custom pipes, and sometimes heat shields, pipe wrap, and ceramic coating are just not enough to fight the heat.

Take for instance these two bikes: one a Softail with a twisty "hot rod" exhaust and forward controls and the other a Sportster with a high pipe and midcontrols.

Both of these bikes have rider issues with heat, so we decided to put Design Engineering Inc.'s (DEI) Flexible Pipe Shield kit to the test. The shields are made from heat-resistant textiles that have a snazzy carbon-fiber look to them. The units quickly and easily bolted to each of the bike's pipes with two DEI-supplied exhaust clamps that come in the kit. Once the bikes were warmed up and ridden for a few miles in stop-and-go traffic, we noticed right away that these heat shields kept our legs cool and our pants from burning like the two pairs of jeans that had been sacrificed before we installed the Flexible Pipe Shield. Very impressive, indeed.

If you are in need of some pipe cooling solutions, you just may want to check out the offerings from DEI; we are sure glad that we did. **HB**



▲ On the backside of the shield you can see the four points where the exhaust clamps attach to it.



RCX Power Max Headers - features the smooth and traditional styling of our True Dual headers with the addition of a precision tuned collector that features a unique chambered design that balances the exhaust between each cylinder. This unique design creates incredible low end torque and loads of horsepower. Available for 2010-2015 HD Touring Models.



The California Air Resources Board (CARB) does not permit the use of aftermarket parts that remove or alter OEM emmision control devices unless certified by CARB, other than on racing vehicles for competition use only.

Check your local laws and manufacturer's information. Visit the California Air Resources Board's web page at http://www.arb.ca.gov





















▲ It's a very simple process threading the clamps though the mounts.



▲ Then the clamps are installed around this Softail's exhaust and tightened.



▲ With the pipe already done up with the DEI exhaust wrap, we opted for even more cooling with the Flexible Pipe Shield, and it worked!



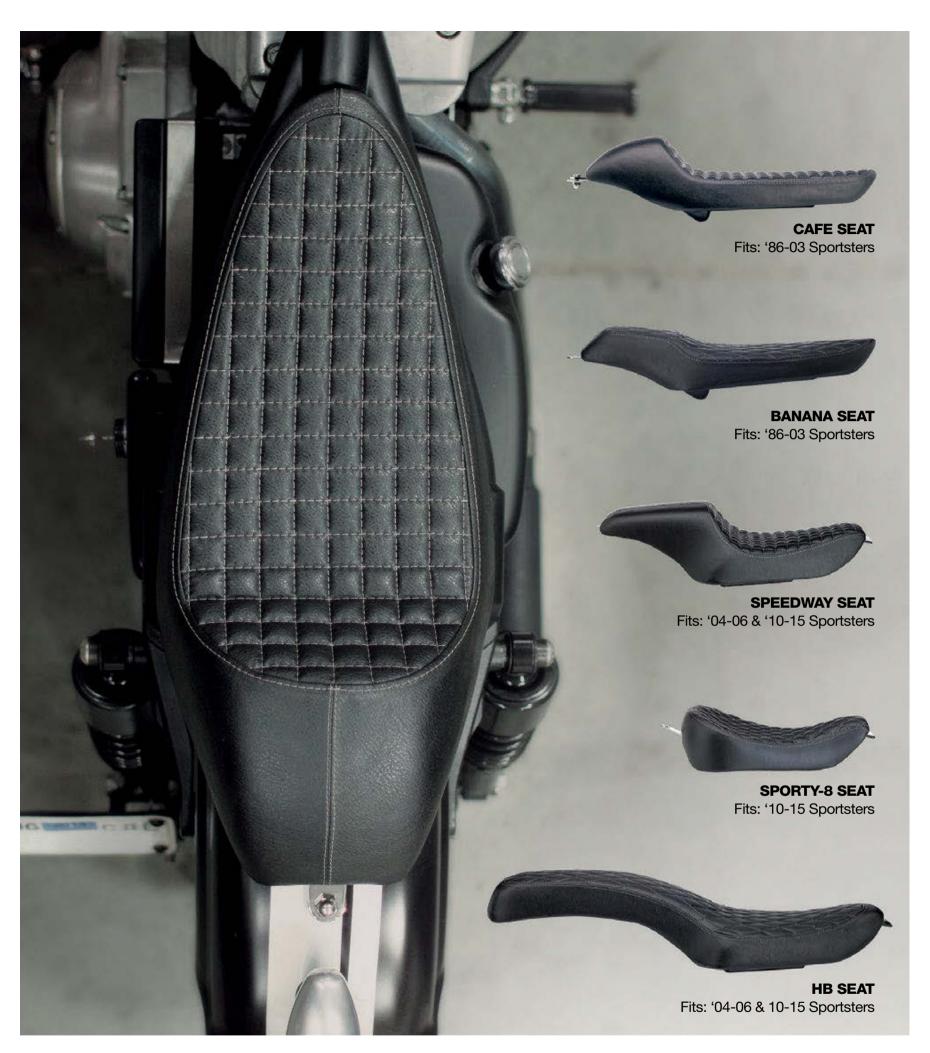
▲ This custom Sportster high pipe has been a source of torture since the day we fabbed it up.



▲ With the DEI Flexible Heat Shield installed there is virtually no more leg burning. A simple solution for a common problem.

SOURCES:

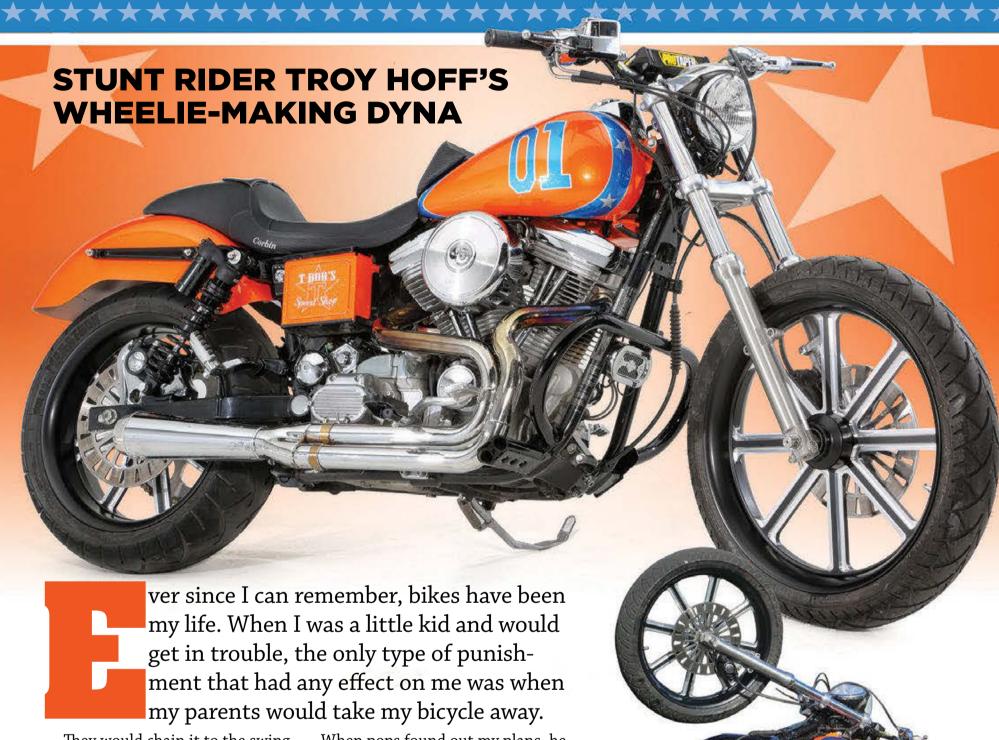
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EZ UPGRADE

Nothing changes the look and feel of your freedom machine like a new seat. Our collection of shapes and styles makes that process simple and easy.





They would chain it to the swing set and I would be stuck in the backyard, seeing it and not being able to ride like I wanted. Later on, in my teens, I got big into competitive dirt-jumping BMX competitions. I graduated to dirt bikes where I enjoyed pushing the envelope. I seemed to push it so hard I found myself getting hurt a lot.

When I was 18, I got my first bike while working construction with my pops. The owner of the job site had a 1982 CB900 Super Sport for sale for \$900. I knew right then it was going to be mine, and I would purchase it with my next paycheck.

When pops found out my plans, he told me he was against me buying the bike because of the danger of a streetbike. He told me that if I used the money he paid me to work, I would no longer have a job. When payday came, I took the cash from my pops' hands and walked straight over to the owner of the bike. Within 10 minutes I was burning rubber and also now jobless. That was the beginning of killing the streets for me.

I went pro in 2002 and started riding for Jason Britton and team No Limit, traveling the country doing shows and competitions.



In 2006 I decided to ride for myself and have been an independent stunt rider ever since. In 2012, my photographer John Zamora from *Super Streetbike* left and went to *Hot Bike* magazine. I got the call for a cover shoot shortly after that, and John asked if I could wheelie one of their stock sportsters. About five minutes on the bike and I was rocking it like it was mine. At that point I realized I wanted to build a Harley-Davidson stunt bike of my own. I wanted to raise the bar and build a big bike like never done before rather than the lighter, smaller sportster. My goal for this Dyna is to rock it like I had rocked my sportbikes.

My main challenge is to hit circle wheelies, high-speed coasters, and everything else I do on a sportbike.

Special thanks to *Hot Bike* magazine, Jim and Long Lee at Buddha Concepts Design, T-Rod's Speed Shop, Ride Wright Wheels, OC Tattoo, Nhan Vo at Stanton Automotive and Fabrication, RSC Levers, Clay Harris at Cycles Unlimited, Progressive Suspension, Corbin Seats, Russ Wernimont Fenders, Krausmotorco.com, Eddie Tana at Element Tattoo Supply, David Berme at metalbending.com, and long-time friend and photographer John Zamora. *HB*





























SPECIFICATIONS

GENEDAL					
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OWNER	Troy Hoff
SHOP	T-Rod's Speed Shop/Buddha Concepts Design/
	Stanton Automotive Fabrication/OC Tattoo
YEAR/MAKE/MODEL	1998/Harley-Davidson/FXD
FABRICATION	T-Rod's Speed Shop
BUILD TIME	1 year

ENGINE

YEAR/TYPE/SIZE	1998/FXD/80ci
BUILDER	Troy Hoff
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
THROTTLE BODY	H-D
AIR CLEANER	K&N
EFI CONTROLLER	H-D
EXHAUST	Bassani

TRANSMISSION

YEAR/TYPE	1998/FXD
GEARS	5
CLUTCH	Barnett
PRIMARY DRIVE	Chain Conversion

FRAME

YEAR/TYPE	1998/Dyna FXD
RAKE/STRETCH	Stock

SUSPENSION

FRONT END	H-D
LENGTH	Stock
TRIPLE TREES	Stock
SWINGARM	Stock
REAR SHOCKS	Progressive Suspension

WHEELS, TIRES, AND BRAKES

Ride Wright Wheels Troy Hoff Edition
Metzler 120 x 70 x 21
Metziel 120 X 70 X ZI
H-D
Ride Wright
Ride Wright Wheels Troy Hoff Edition
Metzler 185 x 55 x 18
H-D
Ride Wright
Chain drive

FINISH/PAINT

_	
MANUFACTURER	House of Kolor
COLORS	Silver base coat, Silver Flake,
	Cobalt Candy Blue, Tan Jello, Orange Pearl,
	Gold Ice Pearl, Orange Flake
PAINT/GRAPHICS	Buddha Concepts Design, General Lee theme

CCESSORIES

ACCESSORIES	
REAR FENDER	Russ Wernimont
GAS TANK	H-D
HANDLEBARS	Pro Taper
HAND CONTROLS	RSC Foot lever
FOOT CONTROLS	Burly Brand MX Pegs
SFAT	Corbin



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SUSPENDED ANIMATION

eorge Quay III owns Pro-Action Suspension and has been building, rebuilding, and fine-tuning all sorts of motorcycle suspension for more than 40 years. So George knows a few things when it comes to making big, bumpy bikes ride as smooth as silk.

Pro Action starts the construction of its Street Series Dyna/FXR/Sportster shocks with a CNC-machined and hard-anodized T6061 billet aluminum shock body. It then builds this very light nitrogen-charged shock with a 12-port high-flow piston, three-stage pressure-sensitive/self adjusting compression valving, and a two-stage rebound system. The Street Series shocks also offer a ton of rider adjustability with a hand-adjustable coil spring preload and an ingenious externally adjustable free bleed control clicker. Yes, these shocks are both smart and good-looking.

"THE STREET SERIES SHOCKS ALSO OFFER A TON OF RIDER ADJUSTABILITY WITH A HAND-ADJUSTABLE COIL SPRING PRELOAD AND AN INGENIOUS EXTERNALLY ADJUSTABLE FREE BLEED CONTROL CLICKER. YES, THESE SHOCKS ARE BOTH SMART AND GOOD-LOOKING."









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FEATURES & BENEFITS

- 4.5" Megaphone mufflers available in black or chrome
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- Deep Throaty Sound-Serious Performance
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RIGHT-SIDE TUCK&UNDER TRUE-DUAL HEADERS

FEATURES & BENEFITS

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Slip-ons or headers sold separately

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June 12 - 14 Barber Motorsports Park

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July 17 - 19 Mazda Raceway Laguna Seca

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September 11 - 13 New Jersey Motorsports Park

* Schedule Subject to Change

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I have been riding a set of these shocks for many miles both in the twisties and in the highway and have found them to provide such a quality ride that I forget they were there. And that is just about the highest compliment to pay to any sort of suspension. They soak up both the high-frequency road noise and the big hits no matter the tarmac condition. Roads that would normally cause me to jam on the brakes before bottoming out, I can now jet through smoothly and easily.

The Street Series shocks are available in 11- to 14-inch lengths and are fully rebuildable as well as being revalveable. They are made in the USA and have stainless-steel spherical bearings in the shock eyes. They aren't cheap, but we feel they are worth every single penny for the amount of quality suspension they offer. **HB**

SOURCES:

PRO-ACTION SUSPENSION Street Series Shocks \$895 pro-action.com

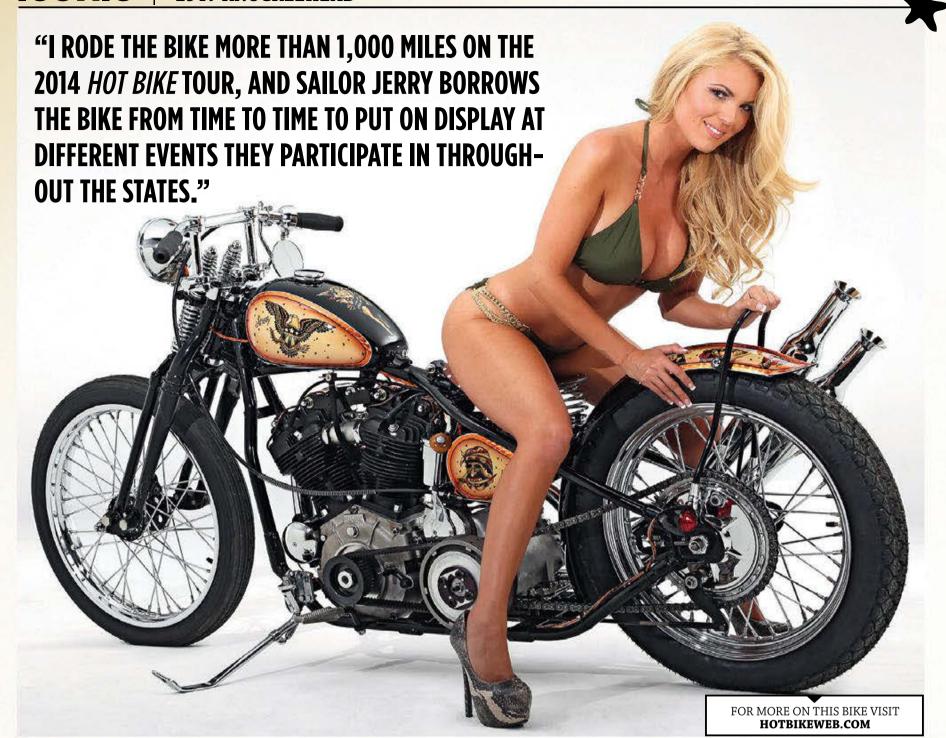






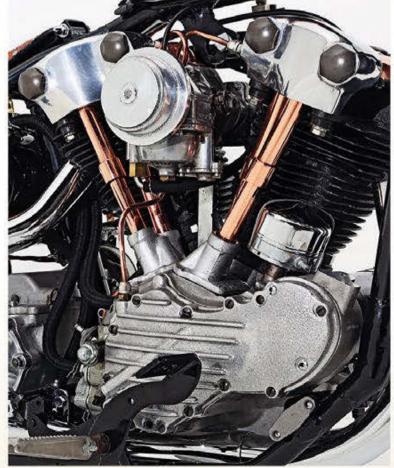
LA SPEED SHOP'S SAILOR JERRY CHOPPER

riginally, I bought the rolling chassis from Doug Feazell (also known as "Dougie Poo"). He knew I was looking for a bike project of my own, so he gave me a good deal on a project he had started and never finished. My plan was to build a basic, no-frills bobber with traditional-style parts. The frame and front springer forks were powdercoated black. The hubs are original Star hubs. The front hub is laced to a 21-inch rim, and the rear is laced to a 19-inch front rim with a mechanical drum brake. The gas tank is an original Bates tank. The rear fender is off a Triumph. I made the rear sissy bar out of half-inch solid steel. I used two Offenhauser air cleaners that I cut the bottoms off and then fabricated a sheet of aluminum to connect the two tops together, turning it into an oil tank. My battery is mounted underneath inside my oil tank. The motor is a 1947 74ci knucklehead. I had the rocker arm tins copper plated and the pushrod tubes copper plated also. The carburetor is an S&S Super E. I made the air cleaner by customizing an Offenhauser cast-aluminum piece. My transmission is an original 1947 ratchet top. I made the shifter handle out of a model A Ford shifter.



The shift knob is original Bakelite from 1947. The belt drive is an old Primo 1-1/2-inch open belt drive. The exhaust tips are original MCM megaphones. The springer front end is an original 1947. The dog bones are original Flanders. I put my clutch lever on the throttle side so I could have at least one foot on the ground. I machined and threaded my midcontrol mounts and screwed on some Anderson pegs. My buddy Berto, who does all of my wire jobs, did my wiring in all cloth wire. I gave it a basic paint job, whipped up a basic leather seat, and I was on the road.

After riding it about six years, I was approached by the guys at Sailor Jerry rum to build them a custom bike. When they came to the shop to discuss the build, they fell in love with the bike. Although my bike wasn't for sale, they proposed a deal that allowed me to retain ownership of the bike,



so really I couldn't refuse. With a little facelift, including a complete teardown and rebuild, my bike became the Sailor Jerry bike. The renowned French craftsman Pascal of Hollywood Riff Raff handcrafted the leather seat using Sailor Jerry artwork. I needed a true artist to do the original Sailor Jerry artwork justice, so I called my good buddy Buck of Buck Wild Brand to lay down the amazing paint and hand-drawn Sailor Jerry graphics. In the end, I still love my bike, and more importantly, Sailor Jerry was thrilled!

I rode the bike more than 1,000 miles on the 2014 Hot Bike Tour, and Sailor Jerry borrows the bike from time to time to put on display at different events they participate in throughout the states. It was a win-win for all involved, and the free rum just sweetened the deal. HB

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SHOP LA Speed Shop SHOP PHONE (626) 281-861 WEBSITE laspeedshop.com YEAR/MAKE/MODEL 1947/Harley-Davidson/F FABRICATION Chris Richardson BUILD TIME 3 month ENGINE YEAR/TYPE/SIZE 1947/74ci/Knucklehea BUILDER LA Speed Shop CASES Left side stock, right side V-twin YCHINDERS H-I HEADS H-I HEADS H-I HEADS H-I HEADS H-I HEADS H-I HEADS H-I HOR SHOP SHOP SHOP SHOP SHOP SHOP SHOP SHOP	GENERAL	
SHOP PHONE WEBSITE laspeedshop.com YEAR/MAKE/MODEL 1947/Harley-Davidson/F FABRICATION Chris Richardson BUILD TIME 3 month ENGINE YEAR/TYPE/SIZE 1947/74ci/Knuckleheai BUILDER LA Speed Shop CASES Left side stock, right side V-twi CYLINDERS H-I ROCKER BOXES H-I ROCKER BOXES H-I ALA Speed Shop custom using cast aluminum Offenhauser piece EXHAUST LA Speed Shop and MCN TRANSMISSION YEAR/TYPE 1947/Ratchet Toj GEARS Stoc CLUTCH Rivera Prim PRIMARY DRIVE Rivera Prim PRIMARY DRIVE Rivera Prim FRAME YEAR/TYPE 1947/Ratchet Toj GEARS Stoc CLUTCH Rivera Prim FRAME YEAR/TYPE 1947/Hatchet Toj GEARS Stoc CLUTCH Rivera Prim FRAME YEAR/TYPE 1947/Hatchet Toj GEARS Stock STOC CLUTCH Rivera Prim FRAME FRONT END Stock springe LENGTH Stock SUSPENSION FRONT END Stock springe LENGTH Stock STIRE/SIZE Avon Speedmaster/21 in REP/SIZE Avon Speedmaster/21 in REPAINT/GRAPHICS Buck Wild Brant PAINT/GRAPHICS Buck Wild Brant PAINT/GRA	OWNER	Chris Richardson
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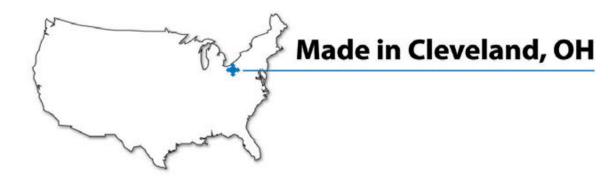


♣ Sound: Tough sounding w/ removable core

Finish: Black ceramic

♣ Fitment: Softails & Dynas / FLH Phantom available for Baggers

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SOME 9MM **FIREPOWER**

TAYLOR/SUMAX SPARK PLUG WIRES

f your bike is box stock or hopped up to hell, getting that spark from the sparkplugs to the coil properly is a major part of having your bike run correctly. And having them look good is just some more sweet-ass icing on

For many years it was thought that anything but OEM sparkplug wires were a no-go until Taylor wires designed specific wires that work on every model Harley made to date, with any ignition system stock or aftermarket.

Taylor wires have been in business for decades making car and bike plug wires, so they know a thing or two about making these things. And when Kirk Van Scoten from Sumax teamed up with them to make these big and beefy 9mm Firepower wires it was a major win-win situation for all involved.

We have had them on our bike for a few thousand miles, and due to the 9mm

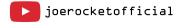
"FOR MANY YEARS IT WAS THOUGHT THAT ANYTHING BUT **OEM SPARKPLUG WIRES WERE A NO-GO UNTIL TAYLOR WIRES** DESIGNED SPECIFIC WIRES THAT WORK ON EVERY MODEL HARLEY MADE TO DATE, WITH ANY IGNITION SYSTEM STOCK OR AFTERMARKET."

URB/NLEGEND

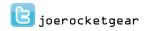














$oxed{\mathsf{TECH}}$ $oxed{\mathsf{TayLor}}$ sumax spark plug wires

Firepower wire's size, shielding, and terminals we have found them to offer a solid stream of power. And best of all no carbon buildup on our sparkplugs has occurred during any time we have been using them. We also noticed a bit better starting with little to no engine chugging since we installed them and have had no fault codes show up either.

The 9mm Firepower plugs are available in model-specific sizes as well as universal sets that you can custom order from Sumax with your desired lengths. **HB**



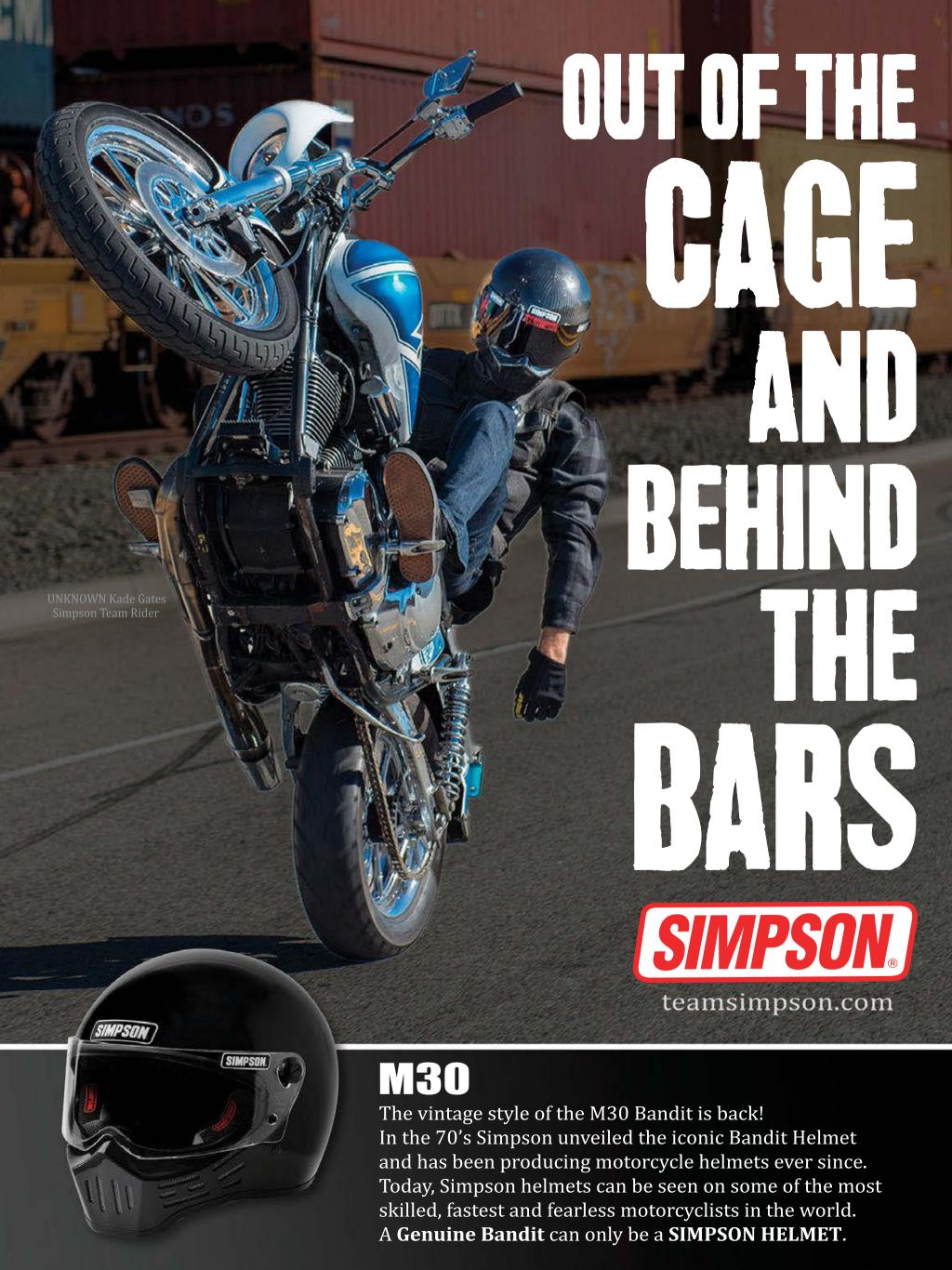




"THE 9MM
FIREPOWER PLUGS
ARE AVAILABLE
IN MODEL-SPECIFIC
SIZES AS WELL AS
UNIVERSAL SETS
THAT YOU CAN CUSTOM
ORDER FROM SUMAX
WITH YOUR DESIRED
LENGTHS."

SOURCES: SUMAX sumax.com

Some parts are not legal for sale or use in California on pollution controlled vehicles.





LIVING IN THE EAST WHILE LOOKING OUT WEST





"THIS BIKE IS PART OF THE SATIN SERIES OF CUSTOMS WE BUILT. THEY ARE VOID OF FANCY TRIBAL OR SKULLS. WE WANTED THEM TO JUST BE SUPER CLEAN AND LET THE BIKE SPEAK FOR ITSELF."









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See your Drag Specialties dealer for our complete line of fairings, windshields and accessories.

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Pictured (from left to right): Rinehart Racing® End Caps Merge, Slot, Castle Available in 3.5" and 4"

Any "add-on" or "modified" emissions-related parts contained in this advertisement that are subject to anti-tampering laws have not been evaluated and exempted by the California Air Resources Board. As a manufacturer, Rinehart Racing makes no representation or warranty with respect to whether the emissions-related parts in this advertisement are legal for sale, installation or use in any state unless the part is installed in a vehicle used only for closed-course competition. This disclaimer shall apply in the State of California or other states where anti-tampering laws regulate modifications that affect emissions for motor vehicles. Rinehart Racing expressly prohibits the use of any Rinehart Racing product that violates or is used in such a way to violate the laws of the State of California as shall be administered and enforced by the California Air Resources Board. For further information relating to the use of emissions-related parts or components on pollution-controlled motorcycles, visit the California Air Resource Board's web page at http://www.arb.ca.gov





SPECIFICATIONS

	B. II			-	
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OWNER	Ryan Green
SHOP	AfterHours Bikes
SHOP PHONE	(954) 441-9672
WEBSITE	afterhoursbikes.com
/EAR/MAKE/MODEL	2005/Harley-Davidson/Road King
ABRICATION	AfterHours
BUILD TIME	4 months

ENGINE

YEAR/TYPE/SIZE	2005/H-D/96ci
BUILDER	H-D
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
CAMS	H-D
THROTTLE BODY	H-D
AIR CLEANER	Ultima
EFI CONTROLLER	Thunderhart
EXHAUST	AfterHours

TRANSMISSION

YEAR/TYPE	2005/H-D
GEARS	6-speed

FRAME

YEAR/TYPE	2014/H-I
RAKE/STRETCH	40°/3 in

SUSPENSION

FRONT END	Air Ride
LENGTH	Stock
TRIPLE TREES	Misfit
SWINGARM	AfterHours
REAR SHOCKS	AfterHours Air Ride

WHEELS, TIRES, AND BRAKES

FRONT	
BUILDER/SIZE	Ride Wright/26 x 3.5 in.
TIRE/SIZE	Vee Rubber/26 in.
CALIPERS	HHI
ROTORS	Ride Wright 13 in.
REAR	
BUILDER/SIZE	Ride Wright/16 in.
TIRE/SIZE	140
CALIPER	H-D
ROTOR	H-D

FINISH/PAINT

MANUFACTURER	PPG
COLORS	Satin Bentley Blue
PLATING/POLISHING	Action Plating

ACCESSORIES

FRONT FENDER	Fat Katz
REAR FENDER	Black Label Baggers
GAS TANK	Camtech Customs
DASH	Camtech Modified by Afterhours
HANDLEBARS	Burly Brand
GRIPS	Ultima
FOOT CONTROLS	H-D
FLOORBOARDS	H-D
HEADLIGHT	Misfit
TAILLIGHT	Dirty Bird
LICENSE MOUNT	Dirty Bird
SEAT	Hi Tech



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- Available for 1941-E'84/1990-15 Big Twins and 1991-03 Sportsters.
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- Progressively increases clutch pressure as RPM's increase and multiple spring pressure options result in a lighter clutch lever
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- Steel inner hub included fits into stock type basket
- Suitable for street or strip Ideal for everyday riders to show bikes to Baggers hauling heavy loads











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- 5-Year Limited Warranty on Parts

READERS' RIDE PICK OF THE MONTH

FROM LOTUS TO IRON

T ere is a 2009 Harley Iron that I've had since it was new. It's an 883 but soon to be punched out to 1200. It has a Big Breather Kit, Stage 2 computer upgrade, 1923 Ford Model T taillight, custom-made saddle leather spring seat, and a custom HID light kit.

I cut the rear frame off all the way up to the upper shock mount and exposed the entire rear tire and put the Model T taillight that says "STOP" in the glass when you brake. It also has a Vance & Hines Short Shot Exhaust.

I had a Lotus that I totaled in a pretty awful wreck two years ago that messed me up really bad physically and financially, so I started to focus on this bike and wanted to spend the time to make it look as good as I can. I think getting this bike to this point has been an accomplishment that has let me get over losing my Lotus.

SCOTT STEVENS

Vancouver, WA





PHOENIX DYNA

've had this bike for about three years. I had a spectacular high-speed crash on it on September 24, 2013. I spent ▲ 15 days in UCSD Burn Unit with multiple skin grafts done. Thankfully a full-face helmet likely saved my life. I literally just got this bike back on the road last Friday after essentially 17 months down. I had the whole bike redone, motor, suspension, powdercoat, etc. Sort of like the Phoenix, she rose from the ashes with a clean title and all. Yes, she's just another blacked-out Dyna, but this bike and I have been through hell. Photo is by John Bakes.

JEFF LISOWSKI

San Diego, CA



OLD-SCHOOL COOL

■ his is my 2008 Harley Cross Bones bobber. The cases, rocker box covers, and primary cover have been dulled with Scotch-Brite. The rear is from Shadetree Fabrications, as well as the tooled leather seat, brass floorboards, brake pedal, and shift pegs. I made and aged brass inserts for all the rear frame indents. The derby and points covers and horn are brass Maltese cross design. The exhaust is from Vance & Hines, air filter from Roland Sands, and taillight from a '32 Ford. The bike looks old school and draws a lot of attention at bike events.

DON FRESE

Levittown, NY

RIDE: Email your submissions to: hot.bike@bonniercorp.com or snail mail to: HB Readers' Showcase, 15215 Alton Pkwy., Suite 100, Irvine, CA 92618. Please include high-res jpegs, your name, hometown, email, phone number, bike year/model, engine size, frame, wheels, sheet metal, painter, custom accessories, and anything else interesting about your bike.

FRIENDS ~ HEROES ~ CHOPPERS ~ BAGGERS ~ CUSTOMS

Billings Montana Sheridan Wyoming

Rapid City
South Dakota
South

Mitchell South Dakota

Spirit Lake

Day 1 Wednesday, September 9

SPIRIT LAKE, IA — THE VICTORY MOTORCYCLE FACTORY



Hours 5-9pm

The GEICO Motorcycle Hot Bike Tour is Powered by Victory Motorcycles! Victory has invited us to their Spirit Lake, Iowa, factory. The evening event will feature music, food, bike shows, factory tours and more!



Designed and built in America, Victory Motorcycles are known for great handling and power—making them the perfect mount for the Tour! Their bagger line includes the Magnum, featuring the only factory 21" front wheel and available six-speaker, 100 watts, audio system that when combined with Victory's 106ci V-twin engine, will have you wanting to ride far more than just five days!

Day 2 Thursday, September 10

DOWNTOWN MITCHELL, SD Hours 5-9pm

LongRiders are invited to Klock Werks Kustom Cycles for an exclusive lunch and tour. Following that, LongRiders can enjoy free passes to Mitchell's Indian Village and museums, along with evening festivities downtown in the shadow of the Corn Palace.

Day 3 Friday, September 11

DOWNTOWN RAPID CITY, SD Hours 5-9pm



We roll into downtown Rapid City, home of the Black Hills, Rushmore and more, for an evening of music, shows and fun at the Holiday Inn event center.

Being part of this year's GEICO Motorcycle

Hot Bike Tour Powered by Victory is easy.

Choose to be a LongRider (all five days) or ride one day. All makes and models of bikes are welcome to participate.

LongRiders pre-registration is just \$50 plus a \$3.50 handling fee.

Receive custom goodie bags, exclusive parking, participate in exclusive activities and product giveaways, as well as daily navigation materials.

One-day riders can join the Tour for just \$25!

• Receive a goodie bag, that day's route information, event parking and take part in that day's activities.

Registration is per bike.

OFFICIAL SPONSORS

















FOOD ~ DRINKS ~ FUN ~ SHOWS

Day 4 Saturday, September 12

DOWNTOWN SHERIDAN, WY

Hours 5-9pm

Our morning riders meeting will take place up the road at Legend Air Suspension in Sturgis. They'll be rolling out the red carpet with morning treats and a full factory tour. From Legend we go west



LEGEND SUSPENSION

Legend is a South Dakota company that started in 1998 with revolutionary air suspension for Softtail motorcycles. They continue to lead and are the choice of custom builders and hardcore riders looking to balance great looks and performance!

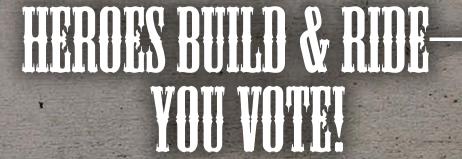
Day 5 Sunday, September 13

DOWNTOWN BILLINGS, MT SIT Billings **Hours 1-6pm** Bear Tooth Highway between Sheridan and Billings is

something every rider should experience. This final leg is an epic ride, and the final chance for our Bike Build-Off participants to prove their machine's performance.

Afternoon festivities will happen in downtown Billings, honoring our LongRiders and crowning the Hot Bike and Baggers Bike Build-Off Grand Champions!





The Hot Bike and Bagger Build-Offs are features of the 2015 GEICO Motorcycle Hot Bike Tour.

We've challenged the world's best custom motorcycle and bagger builders to prove their creations work as good as they look. Each morning Pros set off on the day's ride. At rides' end the people say who's best by voting on their favorites. If a bike fails to complete the ride, it receives no votes that day. The winning Hot Bike and Bagger builder is named nightly with the top overall vote-getters crowned Grand Champions in Billings.



Zach Ness

Roland Sands nd Sands Desigr

Majik Mike Rabideau

Bryan Schimke TPJ Customs

Satya Kraus **Kraus Motor Company**

> **Chris Richardson** LA Speed Shop

Danny Schneider **Hard Nine Choppers**

Winston Yeh

Dale Yamada Mad Jap Kustoms

Jason Grimes North East Chop Shop

Bobby Seeger Jr. Indian Larry Legacy

Kevin Alsop Big Bear Choppers

Cristian Sosa

Rick Bray RKB Custom Speed



John Shope

Nick Trask

Paul Yaffe

Brian Klock Klock Werks Kustom Cycles

> **Jerry Covington Covingtons Customs**

Len Edmondson **Azzkikr Custom Baggers**

> **Dave Dupor DD Custom Cycles**

Zach Johnson Kendall Johnson Customs

Pete Schraeger

Eddie Trotta Thunder Cycle

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> **Cory Ness Arlen Ness**

Curtis Hoffman Hoffman Designs

Chris Eder Misfit Industries FRIENDS ~ HEROES ~ CHOPPERS ~ BAGGERS ~ CUSTOMS ★

GEICO MOTORCYCLE INSURANCE FIVE FACTS ABOUT INSURING A CUSTOM MOTORCYCLE

Stock 1989 Electra Glide

Custom motorcycles are unique to themselves—that is the point. We asked GEICO Motorcycle Insurance five questions to better understand what is needed to protect you and your motorcycle.

1. How is the value of my motorcycle assessed?

If your motorcycle is a total loss, the value of your motorcycle is determined based on its actual cash value at the time of loss. Actual cash value is the replacement cost of your motorcycle less its depreciation, which means a decrease in value because of things like physical wear and tear, age or other causes. Actual cash value is determined based on the sale prices of similar vehicles in your local area.



OEM paint is insured as part of the stock bike. Custom paint will be limited to \$500 in most states. For one-of-a-kind, ground-up custom bikes, the paint job completed at the initial build is considered OEM and would not be limited by the custom paint sublimit.



4. What about modified stock parts? Is something like engraved engine cases or fork legs covered?

Modifications are covered in the event of a covered loss up to the accessory limits on the policy.

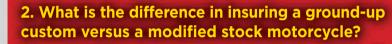


5. Is my bike covered when being towed or hauled?

Yes. The bike would be covered while being towed as long as the appropriate **Physical Damage Coverage** is on the policy.



Get a quote today! Go to geico.com or call 800.442.9253.



The main difference is going to be in the rating of the bike. Since a ground-up custom motorcycle tends to have one of a kind parts, it is typically more expensive to insure versus a factorymanufactured motorcycle.

Also, when insuring a modified/customized bike, additional coverage will be needed to insure the customizations. We include some level of coverage for customized parts or equipment under Physical Damage Coverage for no additional premium. The limit of coverage afforded will vary by state. You have the option to increase the amount of coverage for custom parts for an additional premium.





2



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SIDE OF
PERFORMANCE

ot cams, big-bore/highcompression pistons, free-flowing pipes, and impressive numbers on the dyno—that's what Harley-Davidson performance is about, right? You'll get no arguments on that count, but there's another side to all of this too. What, exactly, are you going to do with all that newfound horsepower and torque? Use it, of course, enjoying a more powerful, quicker-responding, and crisper-running motorcycle. But if that hot rod motor's sitting in a bike that doesn't handle worth a darn, or it's just plain uncomfortable out on the road, all that high-power fun is going to go away fast.

"And we hear that all the time," says Jason Hanson from Speed's Performance Plus. "Riders who we've built big-bore engines for or guys with bikes we've just tuned on our dynos come back saying they love how that throttle feels now, but ask if there is anything we can do to help with the ride and the handling."

For years the guys at SPP would patiently lay out the options, listing all the high-performance shocks and full air-ride suspension possibilities. But when the conversations came down to the bottom line (price), they'd see these riders shake their heads and walk away disappointed. "But when our neighbor up in South Dakota, Jesse Jurrens at Legend Suspensions, told us about a new set of affordable performance shocks he'd just developed, we thought maybe we'd finally found an answer for all these guys," Jason says.

The shocks Jesse was talking about were the REVO and REVO-A, a pair of dramatically different takes on the old, familiar coil-over. "And once we tried them ourselves, on our own bikes, we were sold," Jason goes on. "They work and in all the applications—sportsters to big touring machines. We immediately put them in stock on our trucks, right along with all our cams, big-bore kits, and pipes."

The REVO coil-spring suspension, at a small fraction of the cost of an air system,



is designed and tuned to deliver a ride more comfortable and compliant than anything ever expected from a coil-spring system. It's a coil-spring ride designed to float over potholes and pavement irregularities like they weren't there, a suspension developed and tuned to serve up a smooth, comfortable, and controlled ride over a much broader set of variables and do it while delivering all the handling confidence and stability those riders at the SPP trucks were asking for.

"The key to all that," Jason explains, "are the specially wound springs Jesse developed just for the REVO." A few inches longer than they'd normally be for the 12-inch or 13-inch shock lengths available, those springs feature a slightly softer rate. But when compressed into those overall shock lengths, they deliver a wider, more compliant "sweet spot" for that comfortable, controlled ride. "They actually make the bike feel like there's more suspension travel than there really is," Jason goes on.

An additional benefit here is the almost complete elimination of the need to constantly adjust preload for riders of different weights or bikes packed light or heavy, and when adjustments are made it can all be done by hand, no tools needed.

Those special-design springs aren't the only things new in the REVO system. The custom-machined aluminum shock bodies and all the internals have been designed and calibrated especially to this

application. The piston is a new highflow design, and it's been coupled with a new deflective-disc damping system and low friction seals. It's a combination that reacts quickly to changing road conditions with improved fluid control, self-adjusting for controlled performance without losing any of the plush ride quality. There are spherical bearings at both mounting points, too, top and bottom, to further assure smooth, non-binding operation. And the optional REVO-A versions take all this up a notch, adding external rebound damping adjustment. A six-position adjustment knob allows riders to dial in the optimum performance for the situation. There are heavy-duty versions for all this, too, recommended when the combined rider/passenger/luggage loads exceed 400 pounds.

There's more than one definition for motorcycle performance. Horsepower and torque is one—no one's questioning that. But handling and ride is another, and it's just as important. Put the two together and you've got it all. Next time the Speed's Performance Plus trucks are at an event in your area, stop by. The guys will be glad to talk performance with you—the whole performance package. **HB**

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there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.

Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just

drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

But seeing is believing. Visit the Rogue Chopper website: www.roguechopper.com and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

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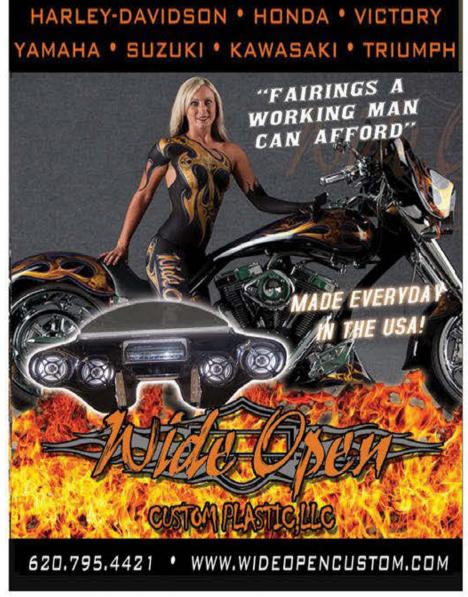
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